

CLASSIFIED MESSAGE

Approved For Release 2003/11/25 : CIA-RDP74B00836R000100010149-5

DATE 0543Z 08 JUL 64

TOP SECRET

ROUTING			
2	CC	9	00154T
3	DEA	10	DCT
4	D/Tech	11	BICI
5	DAO	12	
6	FA/TOI	13	
7	SS	14	
8	RB	15	
		16	

TO : DIRECTOR

FROM :

ACTION:

INFO : OSA 1-20 *lu*

*CC*

ROUTINE

TOR 0713Z 08 JUL 64

IN-8715

TO IMMEDIATE

INFO

CITE

REF

1.  HAND CARRIED A COMPLETE COPY OF THE FLIGHT PLAN ON MSN 184C ON HIS RETURN TO

2. A CAREFUL REVIEW OF THE MAINTENANCE RECORDS DOES NOT REVEAL ANY INFORMATION WHICH WOULD SEEM TO HAVE A BEARING ON THE INCIDENT. THE AIRCRAFT HAD MADE AT LEAST SIX CLIMBS TO ALTITUDE AT THIS LOCATION UTILIZING THE DASH ONE HANDBOOK CLIMB SCHEDULE INSTEAD OF THE MORE CONSERVATIVE LIMITS RECOMMENDED BY THE TAIL PIPE COMMITTEE. ENGINE PERFORMANCE WAS FAULTLESS ON ALL OF THESE CLIMBS AS WELL AS ALL OTHERS USING TAIL PIPE SCHEDULE. THE TEMPS ARE APPROX THE SAME AS OVER YOUR AREA.

3. THE AIRCRAFT AND SYSTEMS PERFORMANCE WAS SATISFACTORY SINCE DEPARTURE FROM THE Z I. WE HAD ONE AUTO PILOT FAILURE BUT THIS PROBLEM WAS PIN POINTED TO A KNOWN MATERIAL FAILURE IN THE AMPLIFIER. THERE HAVE BEEN A NUMBER OF OTHER WRITEUPS BUT NONE WERE PARTICULARLY SIGNIFICANT AND ALL WERE CLEARED UP WITHOUT REOCCURANCE ON SUCCEEDING FLIGHTS.

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GROUP 1  
Excluded from automatic  
downgrading and  
declassification

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25X1

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4. A BRIEF RESUME OF FLYING SINCE ARTICLE 362 DEPARTED ZI IS SUBMITTED FYI. THE FERRY FLIGHT FROM [ ] CONSISTED OF 4 LEGS AND 18:30 FLYING TIME. THE IFF SET WAS CHANGED AT THE FIRST STOP.

25X1

25X1

UPON ARRIVAL AT [ ] A LEFT HAND MAIN GEAR TIRE AND RIGHT HAND TAIL WHEEL TIRE WERE CHANGED. A THOROUGH POST FLIGHT INSPECTION AND NORMAL ROUTINE MAINTENANCE WAS ALSO ACCOMPLISHED.

25X1

A. FIRST FLIGHT FROM [ ] WAS FOR ORIENTATION FOR [ ] THERE WERE NO WRITE UPS ON THIS SORTIE AND THE PILOT SEEMED WELL SATISFIED WITH THE AIRCRAFT.

25X1

B. SECOND FLIGHT WAS AN OPERATIONAL SORTIE AND THERE WERE NO MALFUNCTIONS ON IT.

C. THIRD FLIGHT WAS DIRECTED BY HQ TO OBTAIN CLIMB DATA ON SUCCESSIVE CLIMBS FOR THE TAIL PIPE COMMITTEE. THE IFF MALFUNCTIONED AND A STICKEY FUEL COUNTER WAS DETECTED. BOTH WERE CHANGED.

D. FOURTH FLIGHT WAS AN OPERATIONAL SORTIE WHICH WAS ABORTED DUE TO AUTO PILOT FAILURE. A FAULTY MAIN AMPLIFIER WHICH CAUSED THE PROBLEM WAS CHANGED.

E. FIFTH FLIGHT WAS A TEST HOP TO INSURE PROPER OPERATION OF THE AUTO PILOT. THE UPPER HATCH SEAL HOSE WAS IMPROPERLY CONNECTED RESULTING IN LOSS OF Q BAY PRESSURE AND SUBSEQUENT FAILURE OF THE NO 1 INVERTER AND ARC 34 RADIO. THE IFF WAS ALSO INOPERATIVE. ALL OF THESE ITEMS WERE CHANGED PLUS A REFRIGERATION UNIT WHICH WAS A TIME CHANGE ITEM.

F. SIXTH FLIGHT WAS A TEST HOP ACCOMPLISHED THE SAME DATE AS THE PREVIOUS FLIGHT DUE TO THE LARGE NUMBER OF WRITE UPS. ALL DISCREPANCIES ON PREVIOUS FLIGHT DID NOT REOCCUR. THE COMPASS INDICATOR WAS NOTED AS BEING STICKEY. THE ALTITUDE GYRO WAS PRECESSING AND

25X1

[REDACTED] (IN-87151)

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THE [REDACTED] READOUT WAS NOT SATISFACTORY. THE COMPASS INDICATOR, ALTITUDE GYRO AND SSB WERE ALL CHANGED. THIS WAS THE LAST FLIGHT PRIOR TO MSN 184C.

5. FLIGHT TIME SINCE DEPARTURE FROM THE HOME STATION TOTALS 36:45. PRIOR TO TAKEOFF ON MSN 184C TIME REMAINING TO PERIODIC INSPECTION WAS 52 HRS AND TO ENGINE CHANGE WAS 234 HRS. THERE WERE NO OUTSTANDING ITEMS REQUIRING TIME CHANGE. A THOROUGH PREFLIGHT WAS ACCOMPLISHED PRIOR TO THE MSN. WE BELIEVE ARTICLE 362 WAS IN EXCELLENT OPERATIONAL CONDITION AT THE TIME OF LAUNCH OF MSN 184C.

25X1

6. WE AGREE WITH COL LEDFORD'S THEORY THAT [REDACTED] WARNING LIGHT INDICATION REPORTED BY THE PILOT AND SUBSEQUENT LOSS OF THE ARTICLE WITHOUT A [REDACTED] INDICATES SEVERE INSTANTANEOUS DAMAGE TO THE AIRCRAFT BY ENEMY ACTION AND IS THE MOST LIKELY CAUSE OF THE INCIDENT.

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END OF MESSAGE

TOP SECRET